

# RUTLAND HISTORICAL SOCIETY

## *Quarterly*

VOLUME XXI No. 3

1991

### THE RUTLAND VOLUNTEER FIRE DEPARTMENT



RUTLAND CITY FIRE DEPARTMENT

*Nickwackett Fire Station, constructed in 1860, is the new home of the Rutland Historical Society.*

# **The Rutland Volunteer Fire Department**

by Dawn D. Hance

In early times church bells called forth all available townsmen to the scene of a fire. Bucket brigades and water-soaked blankets placed on wooden shingled rooftops were oftentimes the only means of saving a building. Sometimes several buildings were lost in one blaze because the supply of water was inadequate and the buildings closely situated.

The Rutland Fire Society was first chartered by the Legislature in 1811 and revised in 1818. However, no action was taken until 1829 when the Legislature again established the society. Incorporators, all prominent citizens, were: James D. Butler, Robert Temple, William Fay, Moses Strong, Thomas Hooker, William Hall, John Ruggles, William Page, James Porter and Jonathan Dike, Jr. The society was organized immediately, officers elected and bylaws adopted. That December an engine company was formed. The company purchased a "crank" engine (hand pumper) known as the Swan, which was equipped with a few ladders and buckets. The men hooked up the engine to a water line and pumped the water into the engine's tub. From there it was pumped out through the hoses to quell the flames. These engines were always drawn to the scene by the volunteers. (Years later the department purchased two pairs of horses to draw the steam engine and the heavier pieces.)

In February 1830 the following officers of the Rutland Fire Society were listed:

James D. Butler, President  
Silas H. Hodges, Clerk  
William Page, Treasurer

## *Wardens*

|                    |                |
|--------------------|----------------|
| Robert Pierpoint   | Moses Strong   |
| Abel Page          | John Ruggles   |
| James Barrett, Jr. | Luther Daniels |
| Jonathan Dike, Jr. |                |

## *Engine Company*

Luther Daniels, Captain  
Nathaniel A. Jones, Lieutenant  
Charles F. Dike, Ensign  
Henry W. Porter, 1st Hoseman  
Frederick W. Hopkins, 2nd Hoseman  
Moses M. Strong, Clerk  
Henry Towslee, Treasurer  
William Avery, 1st Sergeant  
Cephas C. Alvord, 2nd Sergeant  
W. T. Knowlton, 3rd Sergeant  
Edward L. Goddard, 4th Sergeant

One fireman complained in November 1830 that the Society's promise of housing and hose for the engine had come to naught. As a result the engine had been dismantled and stored in a shed. He also reported that men were not joining or supporting the new engine company.

The Swan, which was housed in a shed on the Common (near the present Rutland City Fire Station), served the community until 1844. At that time a new engine, dubbed the Torrent, was purchased. A member of the engine company wrote the following firemen's song which was sung to the tune of Lutzow's "Wild Hunt" and published in the 18 June 1846 *Rutland Herald*:

We're boys who are fearless, and watchful and strong,  
Our duty we've never neglected,  
We'll put out your fires, or we'll sing you a song,  
But won't leave our Engine for here we belong—  
We care not by whom we're directed.

Hark! hear ye the sound of the fast speaking bells

Harken!

Hasten! Hasten! of some fire that ringing tells  
Then out with our "Torrent" (a truth telling name)  
We'll quickly be where we are wanted;  
We heed not the weather, we fear not the flame,  
And midnight and mid-day are with us the same  
At all times you'll find us undaunted;  
But give us of water a plenteous supply

Water!

Water! Water! we ask and the fire shall die.  
Our Captain is cool and our Hosemen are brave,  
Our men show no symptoms of failing,  
While that is our master that should be our slave—  
While aught is at stake, while a thing is to save—  
But look ye! before us 'tis quailing,  
At last we have conquered, the danger is o'er

Hurrah!

Hurrah! Hurrah! Homeward we'll hasten once more!

In July 1845 a disastrous fire destroyed all the buildings which stood on Main Street between the present Grand Union and Lindholm Sport Center. Townspeople were disappointed in the engine company's performance. Members responded that they had had the engine for only eighteen months and had not trained as often as the law directed. The next month the engine company was reorganized and, at last, became an effective firefighting force. A new engine house was erected on the "burnt" district (near the corner of Terrill and North Main Streets).

Obviously it was time to upgrade the water supply. The aging aqueduct system, which was first constructed in 1794, was outdated. Originally pump logs had been laid from the water source in Mendon to Main Street. Water posts, tapped by a spigot, were erected at each subscriber's house. Shortly after the 1845 fire, officers recommended that a new reservoir be constructed behind the Congregational Church which then stood at the corner of North Main Street and Aiken Place. Plans were made to lay pump logs with a three-inch bore along Main Street and part of West Street.

By 1846 it was hoped to purchase the site for fifteen dollars, build the house over the reservoir for sixty dollars and to construct a thirty thousand gallon capacity brick reservoir for \$174. Evidently, nothing materialized.

In 1848 the Rutland Village Corporation was formed and soon after took over the management of the fire department. Unfortunately, it took another disaster to prove the necessity of a new water system. In May 1857 fire levelled nearly all the buildings on West Street between the present Park Pharmacy and Carpenter's Pharmacy. The very next month it was voted to lay iron pipes from the source to Porter's lot (north of Woodstock Avenue near Deer Street where the reservoir would be erected). From there it would flow along Main Street to Washington Street, west to the Bardwell Hotel, along Merchants Row to Grove Street. It also included West Street to Merchants Row. There would also be a number of hydrants, and a stop-cock opposite each house. This project was completed in the spring of 1858, at a cost which exceeded fourteen thousand dollars. (Between 1858 and 1862 water pipes were extended to include East, Green [Killington Avenue], Grove, Pine, Cottage, Elm, Howe and Pleasant Streets.)

As a result of the May 1857 conflagration the society was reorganized the next month. It was decided to purchase another hand engine and to erect a new engine house in which to store it. The Village Corporation leased a lot from Mr. Thatcher for the new engine house. It was located on the depot grounds opposite the Bardwell Hotel. The building contract went to Mr. White for eight hundred dollars. Otis Bardwell and E. Foster Cooke of the Bardwell House agreed to pay another \$250 if another twenty feet in length could be added. They would also finish the upstairs for their own use. The engine house, which measured sixty-five by twenty-eight feet, was completed that September and the engine, purchased from Hunneman & Company of Boston, was expected momentarily. The new hose carriage had already been delivered. This company was officially organized as Washington Engine Company No. 2 on 15 March 1858 with H. G. Litchfield as foreman. (Foreman Litchfield, master mechanic of the Rutland and Burlington Railroad, died on 11 January 1864 at the age of thirty-eight years. He took sick with cold and pleurisy from fighting the roundhouse fire at the Depot and from getting a train on the track at Pittsford.) The company was reorganized in 1863. After the new Town Hall on Strongs Avenue was completed in 1872 the company housed its equipment at that location. In 1886 its thirty members wore white shirts with dark blue collars and cuffs, blue caps, blue trousers and white belts.

On 17 August 1859 the original Engine Company No. 1 was organized as the Nickwackett Engine Company No. 1 with M. G. Everts as foreman. At that time it was decided to sell the Torrent (It was sold to the town of Granville, New York.) and to purchase a new engine. In January 1860 it was reorganized with James E. Bagley as foreman. At that time it was voted to expend up to twelve hundred dollars to build a new house for the engine which would arrive in a few months. That spring a lot on the south side of West Street was purchased for three hundred dollars. This site (opposite Nichols Street) was then the location of the Congregational Chapel which was about to be moved to Court Street where the new church stood. These plans came to naught and when the engine arrived in May 1860 it was housed in the carriage house of the Franklin Hotel. The fifteen hundred dollar hand engine, known

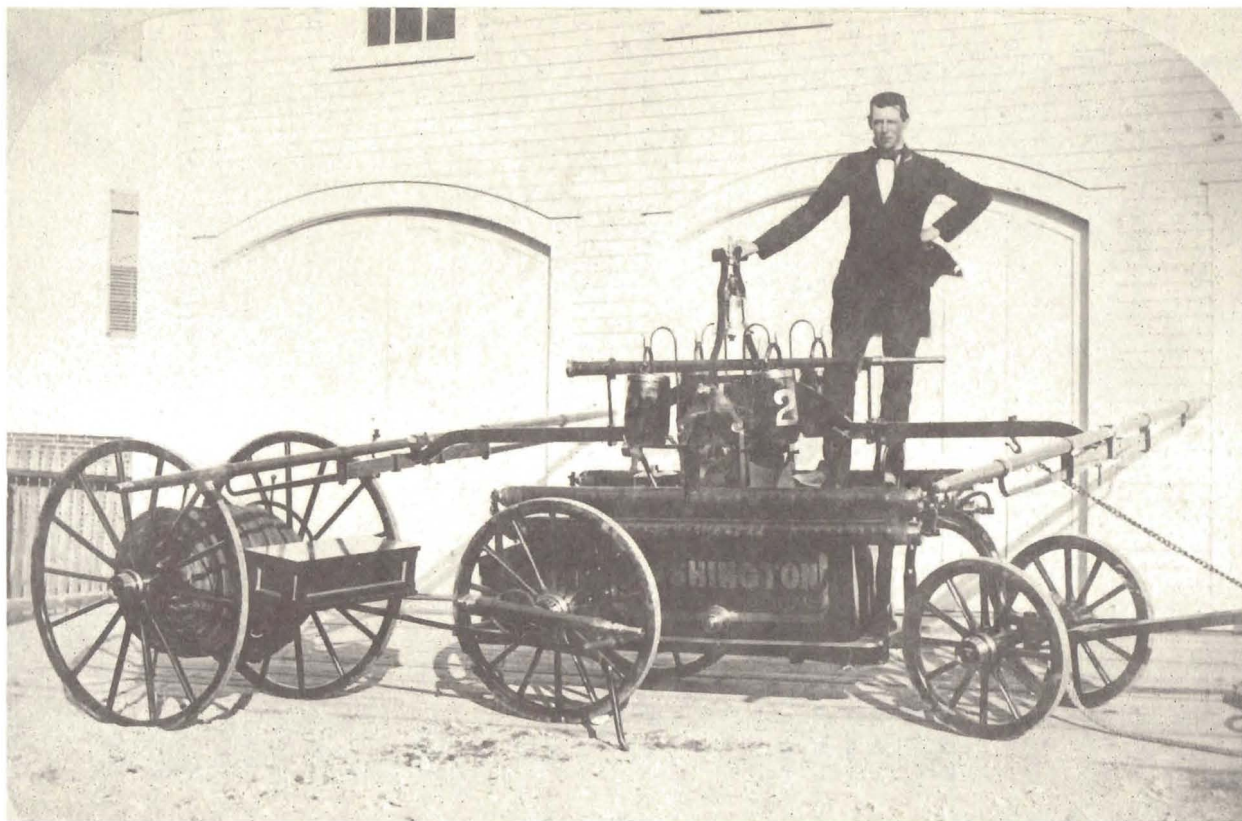


*In 1857 a new engine house for Washington Engine Company No. 2 (shown at right) was erected at the foot of Washington Street. At the left is the Bardwell Hotel.*





*On 27 July 1861 Rutland photographer W. W. Russell photographed each member of Washington Engine Company No. 2. Perhaps this dagguereotype was taken at that time. These four volunteers, clad in slickers and holding spanner wrenches used to connect the hoses, struck a swaggering pose. The words on the hats "Washington" and "Coat" are shown in reverse due to the nature of the tintype process.*



*H. G. Litchfield, foreman, stands on top of Washington Company No. 2's hand pumper engine in a pre-1861 Mowrey and Russell photograph. Litchfield died in January 1864 after catching cold at the railroad round-house fire.*

as the Nickwackett, was ordered from Cowing & Company of Seneca Falls, New York. It was a crane-necked, side-stroke engine with a mahogany trunk. It weighed 3800 pounds and the four hundred feet of hose at one thousand pounds. The Nickwackett was capable of shooting three streams of water at once and was expected to "sprinkle the lower side of the moon". On its trial run it fell somewhat short but it did shoot a respectable stream of 180 feet.

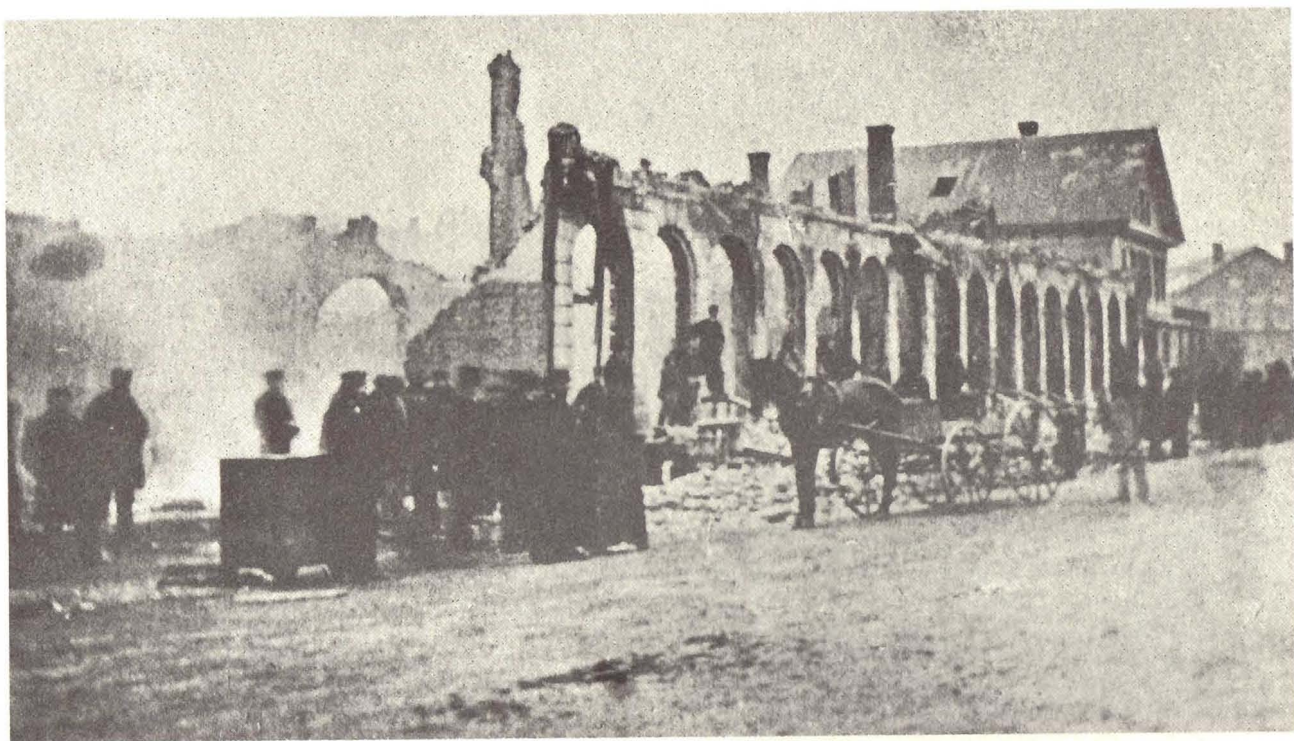
Later in 1860 a new site at the southeast corner of Center and Nickwackett Streets was chosen for the engine house. During its construction the village corporation found itself in debt from the purchase of the new engine and repairs made to the Washington engine at Roxbury, Massachusetts. Motions were made that July to stop construction on the foundation of the Nickwackett engine house and to move the Washington engine house to a site near the intersection of Wales and Center Streets. These motions were defeated and the Nickwackett engine house was completed later that year at a cost of nineteen hundred dollars. It measured twenty-four by forty-eight feet and had a twenty-five foot hose tower in the rear. The upper floor was used as a hall for meetings. There were two small rooms in the back on the second story. In 1886 the thirty-four members were attired in red jackets with blue collars and trim, white belts with wine trim and black hats and trousers. Today the Nickwackett Fire Station No. 1 is undergoing extensive renovations in preparation for becoming the new home of the Rutland Historical Society.

The Union Hook and Ladder Company was organized with thirty-one members in February 1864 with W. C. Landon as foreman. At that time it purchased a hook and ladder carriage. This company was in debt in January 1867 and the members were assessed accordingly. That same year the company added two new extension ladders. After the Town Hall was completed in 1872 the "Hooks" were located there. About 1880 the company bought a hook and ladder carriage but it was a poor piece and did not operate well. In 1885 the men were equipped with new uniforms at a cost of \$483. They wore black hats with "Union Hook and Ladder Company" worked into the front. Red shirts with red plush collars and cuffs, brass buttons and red and black belts completed their uniforms. The foreman and two assistants had belts trimmed with blue.

In March 1868, after several buildings had been lost in flames, the town decided again to improve its water system. New waterworks were constructed at a cost of twenty thousand dollars. Ten years later an even more extensive water supply was needed. A new twelve-inch pipe aqueduct was laid from East Creek to the reservoir near Deer Street. The source at the creek was protected by a large stone and gravel filter that allowed only clear water to enter the aqueduct. In 1879 water pipes and hydrants were extended throughout the village at a cost of twenty thousand dollars.

The year 1868 was by far the most devastating year by fire that the volunteers ever experienced. Unfortunately, many of Rutland's prominent buildings were destroyed, some by accident and others by arson. That year a group of incendiaries, who were finally apprehended, kept everyone wondering where they would strike next. Some of the structures lost were: (January) Landon and Graves property at the corner of West Street and Merchants Row; Cramton Block on Merchants Row; (April) Court-house, Franklin Hotel and stores on South Main Street; (June) bakery at corner of Washington Street and Strongs Avenue; (July) the newly rebuilt Cramton Block and





*Many Rutland buildings were destroyed by fire in 1868. This photo shows the ruins of the Cramton Block on the east side of Merchants Row (between the present Freeman Jewelers and Center Street) which burned on 18 January 1868. The block, which was rebuilt that spring, burned again on 2 July of the same year.*

eight other buildings on Merchants Row; (December) first Town Hall west of the corner of Main and Washington Streets.

As a result of this desolation the Killington Steamer Company was formed and a new steam engine purchased that October. During the Town Hall fire in December 1868 it was said that the steamer had paid for itself.

The Killington Steamer Company No. 3 was organized in October 1868 with N. L. Davis as foreman. It purchased an Amoskeag steamer from the Amoskeag Company of Manchester, New Hampshire, for \$4,537. It was capable of pumping seven hundred gallons per minute. When the new Town Hall was completed, the company moved to that location. This company, like the Washington, had rooms fifty-nine feet long and sixty-one feet wide and had use of a seventy-five foot hose tower. Their uniforms in 1886 consisted of dark blue caps, white blouses trimmed with blue, white gloves and dark blue trousers. For several years prior to 1886 the company had not been called out for duty. The company disbanded the next year and the Washington Company took over the steamer.

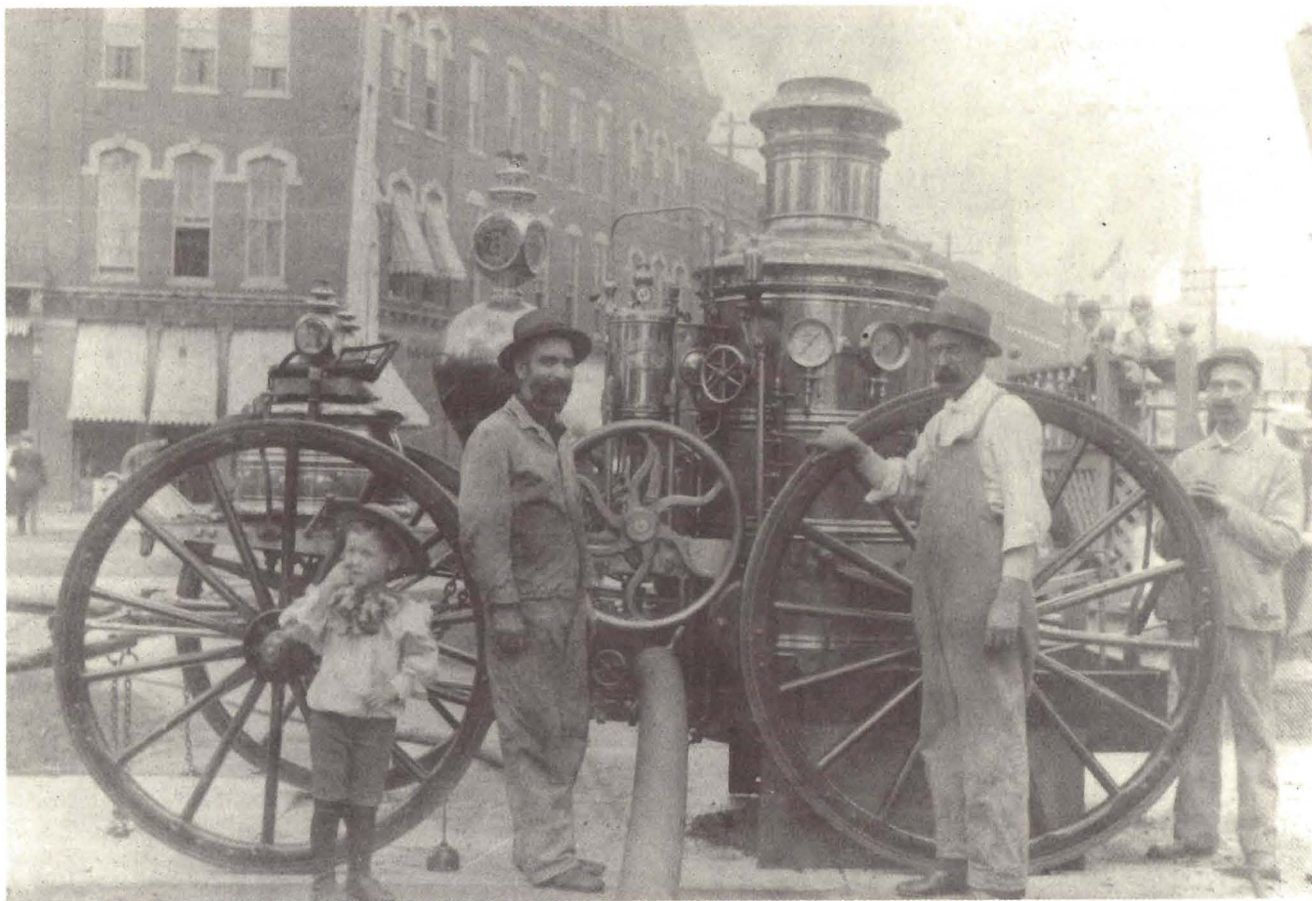
Since Rutland was the first town in Vermont to own a steam engine, its citizens felt secure in knowing its fire department had up-to-date equipment. As a result, men were proud to join the growing number of volunteers.

By the mid-1870s the town had greatly expanded and was in need of more companies dispersed throughout the village, but lacked the money to fund them. Thus in the 1870s and 1880s it became fashionable for prominent men of the community to support financially new hose companies such as Cramtons, Baxters, Sheldons, Hanrahans and Reynolds.

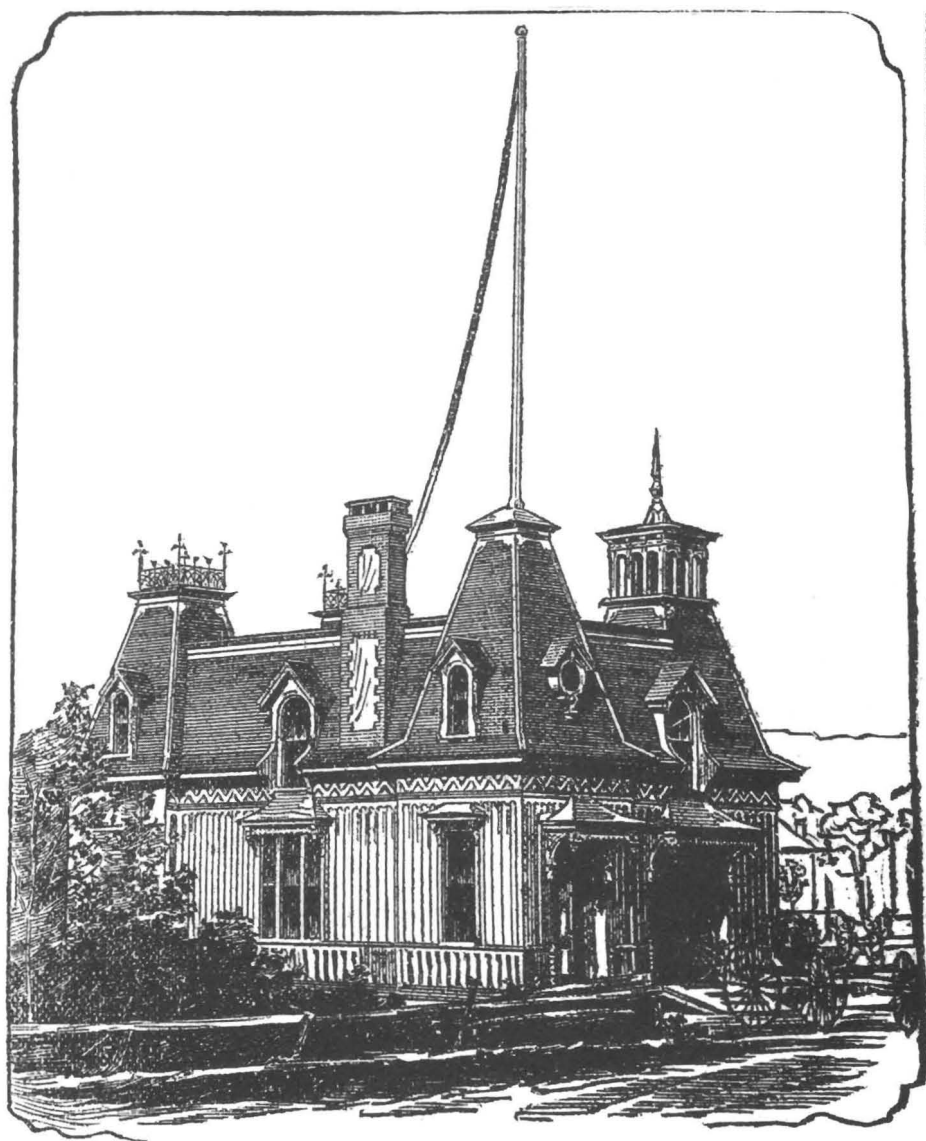
As a result of the rivalry that developed among the various units, the companies competed to see who could get to the fire first, have the first hose operating, hold the most lavish ball, wear the most fashionable uniform or win the most trophies at musters. The firemen's parades, contests, balls and chowders were popular social events with townspeople.

The J. W. Cramton Hose Company No. 4 was organized on 11 July 1876 with S. M. Wilson as foreman. Money was raised by subscription for a two-wheel hose cart which was purchased from Button & Sons of Waterford, New York. Mr. Cramton donated 350 feet of hose. By 1886 the company owned 550 feet of hose, a discharge pipe, twelve spanners and a hydrant gate. Their quarters were located in the east end of the Bardwell Block fronting on Washington Street. This room was donated by Cramton, who owned the Bardwell Hotel. Since they had no hose tower, they dried their hose in the big tower at City Hall. In 1886 their uniforms consisted of black broadcloth pants, gray blouses with blue trim, russet leather belts with nickel hose clasps and white Roman helmets.

The H. H. Baxter Hose Company No. 5 was organized in July 1875 with G. W. Dunton as foreman. The members occupied quarters in the Franklin Block on Grove Street until 1882 when General Baxter built a new hose house. It was constructed a little north of the northwest corner of Library Avenue and Grove Street under the supervision of Milo Lyman at a cost of four thousand dollars. The two-story wooden structure measured forty feet deep and twenty-eight feet wide. The



*The Killington steamer, purchased in 1868, was the first steam engine owned by a Vermont fire department.*



*The Baxter Hose House was constructed in 1882 a little north of the northwest corner of Grove Street and Library Avenue.*

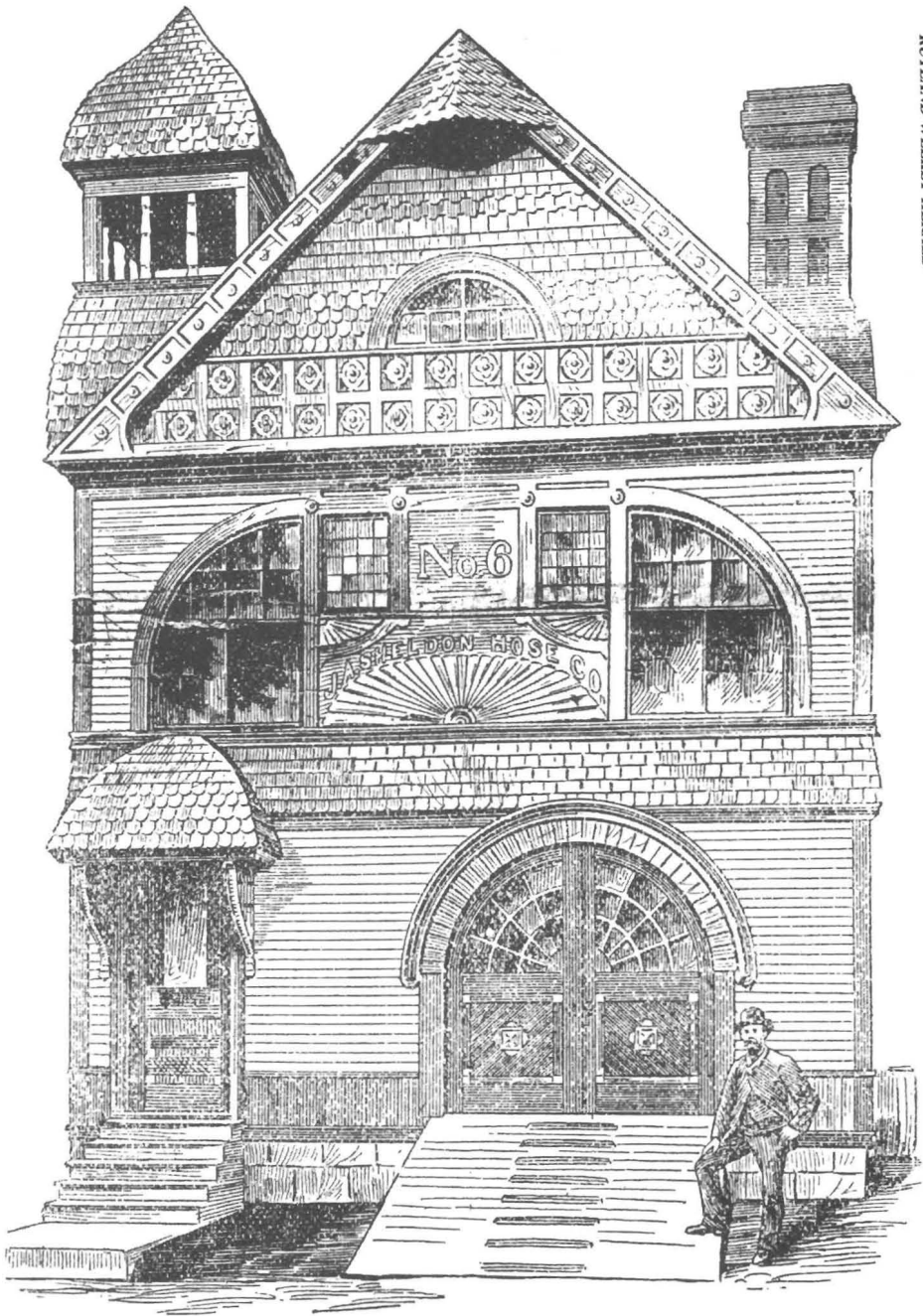


second floor consisted of two parlors divided by an archway and portieres. The walls were adorned with photos of the various members. Three silver trumpets, presented by Baxter, and an ice pitcher and trumpet, trophies of various competitions, stood on the tables. (This building has been moved and now stands at 111 Library Avenue. West of the rooms was a forty-foot high hose tower. In 1886 the uniforms consisted of heavy blue policemen's double breasted Prince Albert Coats with double rows of brass buttons, fatigue caps and belts. The company had a four-wheeled hose cart with General Baxter's portrait on both sides. The 960 pound hose cart was purchased from Isham, Nichols and Company of Plattsburgh, New York, for six hundred dollars. The company also owned a two-wheeled Draper cart.

The J. A. Sheldon Hose Company No. 6 was organized in July 1876 under the name of the Centennial Hose Company, so named because it was formed one hundred years after America's independence. The first quarters were in the Graves Block on West Street and afterwards in the Lisbon Block on Main Street. Shortly thereafter the building burned, destroying all the equipment. It was reorganized in 1881 under the new name of J. A. Sheldon Hose Company. A new Queen Anne two-story engine house, one of the finest in New England, was erected on North Main Street (west of Convenient Medical Center) at a cost of \$3,500, the larger part paid for by Sheldon. The building measured twenty-two feet by thirty-five feet with a bell tower in the southeast corner. The carts were stored on the first floor. A second room had a richly-furnished parlor with a crayon portrait of Sheldon on the east wall. (This building was later converted into apartments and has since been torn down.) The uniforms consisted of red shirts trimmed in black, white hats with gold trim, white gloves and blue trousers.

The J. D. Hanrahan Hose Company No. 7 was organized in the spring of 1878 under the name of the Unions. For the first four years it was an independent company but in 1882 it officially joined the fire department. At first it occupied quarters in the old hook and ladder company's building but in 1882 J. B. Harris offered the use of a building at the corner of Furnace and Franklin Streets. The Village Corporation agreed to paint it and Dr. Hanrahan furnished it. These quarters consisted of two rooms on the first floor. The front room, which measured sixteen by fourteen feet, served as the parlor. A crayon portrait of Dr. Hanrahan and pictures of Chief Hannum and assistant Eddy adorned the walls. The other room housed the hose cart and five hundred feet of hose which was purchased from Button Company of Waterford, New York, for \$250. The company also bought three handsome trumpets for eighty-nine dollars from Marshall Brothers in 1884. The company wore black leather hats trimmed in white with the words J. D. Hanrahan Hose Company, Rutland, Vermont, on the front. White, monogrammed flannel shirts with blue trim, trousers, and black belts completed the outfit. When the Killington Steamer Company disbanded in 1887 the Hanrahans took over the steamer.

The J. B. Reynolds Hose Company was an independent company from its organization in October 1885 until it joined the department in 1887. Its main objective was to become a crack drill team for competitions. George Cornell was the drillmaster. Reynolds equipped the company with gilt trimmed dark blue suits and nickel-plated helmets with a gilt finish. Its headquarters were located at 71 Center Street.



*The new Sheldon Hose House as it appeared in 1886. It stood a few rods west of North Main Street (west of the present site of Convenient Medical Center).*

The fire department operated according to standard rules and regulations. The fire chief and his first and second assistants were elected each year by the members of all the companies. Individual companies elected a foreman and other officers who were responsible for running the operation.

In 1885 the Gamewell fire alarm system was installed. It included five miles of wire, fifteen alarm boxes, a bell striker in the tower of the Congregational Church on Court Street, engineers' gongs (stationhouse bells) an indicator at the Central Vermont Railroad machine shop and fifty-seven hydrants.

Each company was assigned coverage of specific boxes, but all companies were required to respond to downtown alarms. A general alarm was signalled by ten blows from the whistle. Three blows on the bell followed by three blasts from the whistle notified volunteers that the fire had been put out or that it was under control.

Although fire is always a serious matter there were incidents which, a hundred years later, can be viewed with humor. On 23 May 1889 fire destroyed the Ripley Marble Mills at Center Rutland. After the engine and hose companies had arrived it was decided to call for the steamer since a greater amount of water was needed. In haste and without forethought the steamer was positioned on the Ripley covered bridge and was soon operating several lines of hose to the fire. In no time sparks from the steamer set the roof of the bridge on fire. However, hoses were soon aimed at the bridge, which sustained minimal damage.

Dennis Healy, a former foreman of the Union Hook and Ladder Company and one of the last of the volunteer department, recalled the following: "Let me tell you, it was quite a job getting to some fires. One trip they pulled the wrong box and six of us dragged the cart up to Main Street, only to find that the fire was on Forest Street. We turned around, came down the hill, with no one on the brakes and jounced over the tracks. We didn't have any breath left, an awful trip; but we were the first to arrive!"

Another time the whistle malfunctioned sending out a faulty alarm. Fortunately it was a false alarm for each company arrived at a different box location!

By the 1890s insurance rates had doubled in Rutland, water pressure was inadequate, the fire alarm system was outdated, and the rivalry of the units, working independently of each other, caused a lack of unity in the department. In 1892 when the City of Rutland was chartered, its government could not afford to equip, uniform and finance the various hose houses. The cry went up for a paid department. On 3 January 1894 the volunteers responded to their last call at the Grove Street residence of Mrs. H. H. Baxter, widow of the financial supporter of the H. H. Baxter Hose Company. The City purchased the various companies' equipment and housed it at City Hall and Nickwackett Fire Stations only. The city hired K. K. Hannum as its new chief, George Dunton as first assistant, Jon Canten as second assistant and James Creed as captain. The City employed about eight regular firemen, which included the officers, and twenty-four call men.

Gone forever was the volunteer fire department, which boasted 225 men at its demise, and the colorful uniforms, hose houses and popular social functions that went with it.



*Kingsley Kellogg Hannum served from 1885 to 1893 as chief engineer of the volunteer department and became the first chief of the paid department in 1894.*



## FIRE CHIEFS OF THE VOLUNTEER DEPARTMENT

George R. Mansfield—(first chief)  
 George Dennis—1863-1865  
 Benjamin K. Chase—1865-1868  
 N. F. Page—1868  
 J. M. Davis—1869-1871  
 W. C. Landon—1871-1883  
 James Levins—(died January 1885)  
 Kingsley K. Hannum—1885-1893  
 (the first chief of the paid department in 1894)

## 1886 ROSTER OF THE RUTLAND VOLUNTEER FIRE DEPARTMENT

### Nickwackett Company No. 1

A. Austin, foreman  
 E. Lareau, first assistant  
 J. Ducharme, second assistant  
 J. T. Boyle, clerk  
 P. J. Flynn, treasurer  
 C. Burgess, foreman leading hose  
 L. Abar, foreman suction hose  
 H. Austin, steward  
 O. W. Currier, chaplain  
 R. Carson  
 H. Whitcomb  
 E. Lorette

} auditors

H. Bateman  
 R. Barrett  
 A. Rousseau  
 John Caplis  
 Patrick Cawley  
 Joseph Roy  
 Eli Lefevre  
 John Lefevre  
 Edward McGinnis  
 Moses Mayhue  
 N. F. Page  
 Neil Rollins  
 E. H. Woods  
 John Germain  
 D. Lavalley  
 Edward Lorette  
 Charles Miron

M. B. Haney  
 G. A. Douglass  
 Peter Bedor  
 Robert Carlson  
 H. Whitcomb  
 Edward Paige  
 W. E. Harrison  
 H. C. Rice  
 D. W. Harrison  
 Mike Reilly  
 G. H. Cheney  
 Burnie Morris  
 Thomas Downey  
 John Pecor  
 William Bolin  
 Joseph Larue  
 Joseph Minor

Thomas Trudeau  
 I. A. Cormere  
 O. C. Rocheleau  
 Harry Connors  
 Moses Lovelette  
 Gideon Reed  
 J. R. Rosselle  
 Patrick Fitzgerald  
 A. McLean  
 Edward Sweeney  
 C. M. Lassar  
 Edward LeClair, Jr.  
 Patrick McGuirk  
 Charles McGowan,  
 A. V. Lassar  
 William Driscoll  
 Fred Knight

## **Washington Company No. 2**

C. A. Stockwell, foreman  
J. A. Foyles, first assistant  
W. O. Gleason, second assistant  
G. P. Russell, clerk  
E. R. Green, treasurer  
L. L. Whitcomb, auditor  
W. H. Fillmore, steward

K. K. Hannum  
R. H. Smith  
A. C. Bates  
Hugh Duffy  
A. C. Gravel  
G. A. Griswold  
Ben Henrickson  
C. E. Nurse  
S. Tyler  
E. S. Whittaker  
Henry Patch

Lyman Spofford  
C. N. Chamberlain  
W. E. Liquid  
J. L. Wilmarth  
Wilbur Dunton  
A. T. Woodward  
Ed Burns  
W. W. Cutting  
R. E. Gravel  
Nap Gosselin  
Mat Hassey

M. P. Kingsley  
A. Rielle  
J. D. Taylor  
L. R. Whitcomb  
Ed L. Reynolds  
William M. Metzger  
H. E. Yarrington  
William Cronan  
Thomas Toohey  
Harace Gates  
A. L. Frost

## **Union Hook and Ladder Company**

F. J. Bruten, foreman  
M. C. Welsh, first assistant  
Wm. Burke, second assistant  
Wm. Lynch, clerk  
Wm. Hickey, treasurer  
M. Fagan, auditor  
M. Marrah, chaplain  
Ed J. Burns, color bearer  
M. O'Brien, first axman  
Dan Sullivan, second axman  
Jas. McDonough, first hookman  
Frank Kelley, second hookman

P. Monahan  
Jerry McDonough  
Jas. Sheridan  
Frank Kelly, Jr.  
E. Cooley, Jr.  
Wm. Conlin  
Pat Keefe  
Mike Keefe

Jno Sullivan, Jr.  
G. Morris  
John Howley  
Thos. McGee  
John Howard  
M. H. Griffin

Wm. Monahan  
Thos. Lillis  
Mike Mahoney  
John Mahoney  
Pat McMurray  
John Crowley  
John Butler  
Wm. McGuire



*Members of Nickwackett Engine Company No. 1 pose in front of their engine house on Center Street sometime between 1885 and 1893. The number one is featured on their belt buckles.*

### **Killington Steamer Company No. 3**

Levi G. Kingsley, captain  
J. H. McIntyre, 1st assistant  
B. W. Marshall, 2d assistant  
L. Valiquette, Jr., clerk  
A. S. Marshall, treasurer  
B. W. Marshall, auditor  
W. A. Hill, engineer  
Jos. Currier, stoker  
Frank Rose, foreman leading hose  
A. H. Hutchinson, foreman suction hose

Samuel Terrell  
E. B. Dodge  
D. E. Chittenden  
Leander Morton  
James A. Edson  
Chas. H. Brown  
A. H. Gorham

W. D. Sherman  
W. J. Gilson  
M. D. Hayward  
Wm. D. Strong  
C. E. Campbell

W. S. Terrell  
Leroy Nichols  
H. H. Howe  
A. H. Everson  
F. L. Clark  
Luther Streepey  
Henry Wilkins

### **J. W. Cramton Hose Company No. 4**

J. R. Bates, foreman  
M. A. McClure, 1st assistant  
E. M. Woodruff, 2d assistant  
C. F. Bixby, clerk  
E. E. Crawford, treasurer

H. A. Amsden  
E. C. Butler  
E. E. Crawford  
M. J. Coats  
Fred Channell  
Thos. Carder, Jr.  
J. D. Dominy

Orlo Frost  
Bert Frost  
F. H. Higgins  
George M. Haskill  
M. D. Nicholson

John Pratt  
J. A. Putnam  
W. P. Hall  
R. E. Todd  
F. H. Welch  
C. L. Watts  
C. W. Pennington

See picture at right:

*Members of the Killington Steamer Company No. 3 (formed in 1868) stand in front of their steamer at their quarters in the old City Hall which burned in 1901. Left to right: W. C. Landon, Joseph Davis (or Dunn?), James Levins, William Hill, Byron J. Houston, A. T. Tyrrell, Joseph Currier, Ed Reynolds, Charles Eastman, James Edson, Charles Brown, Leroy Nichols, John Richardson, Henry Wilkins, David Barber, Wilbur Gilson, \_\_\_\_\_, Frank Clark, Frank Rose, William Strong, Myron Heywood, Albie Everson, E. H. Wood, Charles Campbell, \_\_\_\_\_, \_\_\_\_\_ Sherman, Levi G. Kingsley (third from right), John McIntyre. Boy at left is Carl McIntyre.*





## **H. H. Baxter Hose Company No. 5**

W. C. Landon, president  
Hugh H. Baxter, vice president  
G. W. Dunton, foreman  
G. W. Staley, first assistant  
C. S. Wardwell, second assistant  
D. W. Parkhurst, clerk  
A. N. Brown, treasurer

L. E. Davis  
H. B. Macabee  
G. L. Dickerman  
Jas. Humphrey  
P. H. Barrett  
Clarence Edison  
John Gilman

Isaac Gibson, Jr.  
Ed Barber  
F. L. Knights  
A. C. Higgins  
G. E. Cornell  
B. F. Page

R. W. Farrell  
C. E. George  
W. W. Pratt  
H. C. Watkins  
E. H. Dunton  
W. A. Pratt  
Will Cochran

## **J. A. Sheldon Hose Company No. 6**

J. A. Sheldon, president  
W. K. Sheldon, vice-president  
W. B. Young, foreman  
S. J. Labor, first assistant  
J. E. Creed, second assistant  
F. C. Ames, clerk  
M. E. Brown, treasurer  
George Ballard, steward

N. J. Austin  
M. M. Furman  
P. W. Labor  
J. A. McIntyre  
D. C. Corcoran

H. H. Barrett  
J. E. Talbot  
P. Travers

J. T. Hurley  
E. H. Eaton  
R. P. Faley  
L. D. Hewitt  
P. J. Foster



MICHAEL J. WALSH

*Members of Sheldon Hose Company No. 6, organized in 1876, are shown in front of their hose house. Their sponsor, John A. Sheldon, is third from left in the front row.*

## **J. D. Hanrahan Hose Company No. 7**

E. J. Burke, foreman  
P. A. Caten, first assistant  
M. F. Mangan, second assistant  
T. H. Howley, clerk  
J. D. Caten, treasurer  
G. D. Martin, steward

J. P. Toomey  
J. J. McGuirk  
J. A. Walch  
J. J. Mangan  
P. F. Sullivan  
M. F. Walch

C. J. Cocklin  
D. A. Bruten  
J. J. Dougherty  
N. J. Howley  
P. A. Barrett

M. J. Morrison  
J. A. McIntyre  
W. H. Mooney  
W. H. Dougherty  
J. C. Capeless  
J. G. Ruane

## **J. B. Reynolds Hose Company**

George Cornell, drill captain  
John J. Harrison, foreman  
William McLaughlin, 1st assistant  
James Welch, 2d assistant  
Arthur McLean, secretary  
Daniel Callahan, treasurer  
Henry Fagan, auditor

Charles Bacon  
Charles Bailey  
Harry Connor  
Bernie Morris  
James O'Neil  
Stephen Lalor  
Fred Gleason

William Gleason  
John Sullivan  
William Mahoney  
James Sheridan  
Joseph McDonough

Mike Lynch  
John Bisnia  
John Heinchey  
William Monihan  
Fred Hiland  
John Kenan  
Frank Tatro

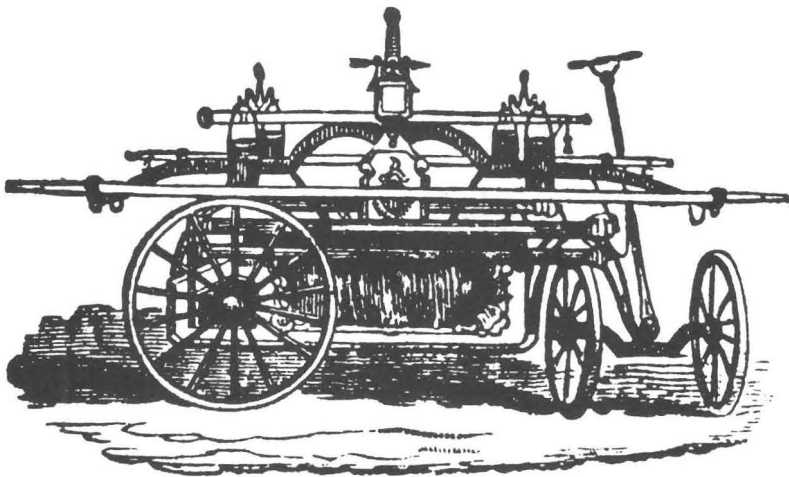




*The Hanrahan Hose Company No. 7, organized in 1878, is pictured with their hose carriage in front of Dr. J. D. Hanrahan's residence (presently occupied by Rutland Mental Health at 78 South Main Street). The gentleman in top hat standing on the porch is believed to be Dr. Hanrahan.*



BY-LAWS  
OF  
**Washington Engine Co.**  
**No. 2, of Rutland.**



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BY-LAWS ADOPTED FEBRUARY 25, 1863.  
AS AMENDED APRIL 25, 1863.

The Rutland Historical Society extends its appreciation to Paramedic Lieutenant Michael J. Walsh, historian of the Rutland City Fire Department, who so graciously loaned his research for this Quarterly. Hopefully one day he will write the full and detailed history of the department for the benefit and interested enlightenment of future generations.

*Sixth Annual* *Clam Chowder*

WASHINGTON Engine Co. No. 2

TOWN HALL, Rutland, Vt., Friday Eve, Jan. 18th, 1878

KILLINGTON Steamer Co. No. 3

GRAND MARCH At 8 o'clock.

CHOWDER, 9.30 to 11 o'clock.

Mr. , Yourself and Ladies are respectfully invited.

MUSIC, RUTLAND QUADRILLE BAND.

Tickets, \$1.00. This invitation must be presented at the Ticket Office.

COMMITTEE OF INVITATION:

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| W. C. LONDON,   | J. M. DAVIS,  | JAMES LEVINS,   | J. W. CRAMTON,     |

Tuttle & Co., Print.

RUTLAND HISTORICAL SOCIETY

*The volunteer fire department played an active social role in the community. In 1878 the Washington Engine Company and the Killington Steamer Company invited the public to its sixth annual clam chowder.*

### ABOUT THE AUTHOR

DAWN HANCE is a valued member of the Rutland Historical Society. She chairs the Research Committee and is a member of the Publications Committee. During the past several years Dawn has devoted her time and energy with two major projects: the recently published 464-page genealogy, *Early Families of Rutland*, and an extensive *History of Rutland . . . 1761-1861*. The Rutland history is in process at the printers with the expectation of distribution this fall . . . in anticipation of Rutland City's Centennial year in 1992.

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